rebuilding, enlarging and otherwise increasing the accommodation in ten existing churches, making in all, at this time, twenty-two grants.

The new buildings are to be erected for two districts in the parish of Gainsborough, and for districts in the parishes of Middleton, in Teesdale, Durham; Ashbourne, Derby; Sandback, Cheshire; Woolwich, Kent; Colverly, Yorkshire; Barnstaple, Devon; Bushbury, Staffordshire; Lynn, Norfolk; Gosport, Hampshire; and Didsbury, a chapelry in the parish of Manchester.

The churches to be enlarged or repaired are at Istrad-yfodwg, Glamorganshire; St. Teock, Cornwall; Great Bootham, Surrey; Lower Guiting, Gloucestershire; Yordley Hertfordshire; Ninebanks, Northumberland; Attleborough, Norfolk; Shanlon, Durham; Kirkdale, near Liverpool; and Tarrant-Grenville, Dorsetshire.

Five of the districts in which new churches are to be built are situated from one to seven miles from the nearest church or chapel. This is a fact worthy of very serious attention; and although the other districts are nearer to places of worship, they are, in truth, equally destitute of church accommodation, as those churches are fully occupied by the inhabitants of the districts to which they properly belong.

The population of twenty-two parishes now assisted amounts to 462,000 souls; the number of existing churches, seventy-two, containing accommodation for 69,034 persons, and including 18,994 free seats. The free accommodation, therefore, at present is only one seat for twenty-four inhabitants. The additional accommodation to be obtained by the execution of the works just referred to in the application now considered, is 6,199 sittings; 4,940 of these are to be free and unappropriated.

It will be observed that five-sixths of the new seats are to be free; in fact, two of the new churches—namely, those to be built at Middleton and Gosport—will be entirely free; a further evidence that it is of the greatest importance to provide the labouring classes with the means of attending public worship.

Thus the aggregate amount of the population in twenty-five places above referred to, when compared with the present provision of the church-room therein, does not convey a direct idea of the wants of the particular parishes; and without calling attention again to the parish of Manchester, it should be noticed that Middleton, in Teesdale, contains a population of 3,000 persons, and one church with 284 sittings. Woolwich contains nearly 28,000 inhabitants, with one church accommodating 1,500 persons, and a proprietary chapel. Kirkdale, a suburb of Liverpool, has a population of 5,000 persons, rapidly increasing, and 960 sittings in the chapels, 100 only of which are free. Lynn, with more than 1,200 inhabitants, has two churches, accommodating one-sixth of that number, but not affording accommodation for more than 450 persons. Gosport, containing a population of about 8,000 persons, has only a proprietary chapel, containing 1,000 sittings; of these scarcely 300 are free. Sandback, with 6,600 inhabitants, has 1,247 sittings in its two churches; of these sittings only 224 are free; therefore, in these six parishes there is a population of 63,000 persons, 55,901 of whom have no seats provided for them in the existing churches, in which the free accommodation, in fact, amounts to 1,822 seats, or at the rate of one sitting for thirty-five persons.

The board of directors have recently determined that in future they will hold a meeting on the third Monday in July in each year, instead of that hitherto held in October. They have, therefore, adjourned their sittings to the 18th of next November, after one of the most active and efficient sessions known to this society.

THE NEW DOCKS AT BIRKENHEAD.—The works for carrying out this great undertaking are to be commenced in the beginning of the month of September next, and they are expected to be completed in three years from that time, so that a dock of one hundred and fifty acres will then be ready to receive vessels of the largest class, and quay walls and fire-proof warehouses will be constructed on its sides.

CHURCH-BUILDING INTELLIGENCE, &c.

Denbury Church struck by Lightning.—A scaffolding has been erected upon the tower and spire of the above church by sappers and miners, for the purposes of a trigonometrical survey, which, in consequence of the inaccuracy of the former one, is now being made throughout the country. Within the outer scaffold by which the ascent is made, is a framework for the steady support of the instruments, and upon the summit of the spire is placed a platform, about nine feet square, upon which an elegantly-constructed octagon tent, to shelter the persons engaged in making the observations, is erected. The sides of the tent are of wood, with the exception of three, which are open, and the roof is formed of cloth. On Thursday week last, about mid-day, during a thunder storm, two of the men who were upon the spire took shelter in the tent, and whilst they were there, the electric fluid entered in the shape of a "fire-ball," as they describe it, exploding, with a loud report, between them, about two feet from the floor, and filling the place with sparks; it then appears to have descended by the conductor, the point of which passed through the floor of the platform. The men, who were for some time rendered insensible by the shock, on partially recovering from their alarm, immediately descended, and providentially reached *terra firma* uninjured. On subsequent examination it was found that a copper nail upon the outside of the tent had been fused by the electric matter—a hole was made through the pole supporting the tarpauling, and even the iron braces used in the construction of the platform were perforated from the same all-powerful cause. The cloth of the tent presented the appearance of a charge of shot having passed through it. This church, standing as it does on the summit of a hill, is necessarily much exposed to tempestuous weather, and in former times suffered severely from its effects, particularly in 1402, when, in the superstition of that period, the mischief was ascribed to the agency of a diabolical spirit.

Stanningtom Church.—On Monday week this church was struck by lightning, and seriously damaged. It has a slated roof, capped at the ridge and edges with sheet lead. There is also a metal pipe descending to an under-ground sough, through which the water from the roof passes. The electric fluid appears to have been collected by the latter, and conveyed by the metal pipe to the spouting, and up to the edging, where, not finding a direct conducting surface to the highest point of the steeple, it discharged itself through the latter in several places, displacing several large stones, and injuring the windows. From this it passed to the bell, without injuring it, thence through the opposite side, displacing much of the ornamental stone-work, and injuring it so much, that it is feared the whole will have to be rebuilt. The fluid appears to have spread out over the surface of the wet roof, and to have discharged itself from several places, perforating the leaden edgings, and furling up the edges from below in such a manner as to leave no doubt as to the direction the fluid has taken. The metal pipe has undoubtedly been the main cause of this unfortunate disaster. Had it ascended to the highest point of the steeple, the fluid would have discharged itself from thence without producing any injury; but conducting, as it did, only part of the way, viz., to the base of the steeple, through the medium of the lead, its destructive and powerful effects were immediately brought into action.—*Sheffield Independent.*

New Church at Morpeth.—The foundation of an intended new church has been laid by Lord Morpeth. The site of the church, which is dedicated in memory of St. James the Great, is situate in the centre of the town, and the church is to be built in consequence of the distance of the old parish church, which is about a mile from the town.

New Church at Clifton.—This church has been erected by Mr. Dyce, of Bristol, and is built of Bath Stone, cut by machinery, the courses ranging from 5 inches to 7 inches. The expense of the work, it is stated, is less by 20 per cent. than Ashlar facing, and the strength of the building much greater.

Closing of St. Paul's Cathedral.—On Sunday last, after the performance of Divine service in the morning, the following notice was affixed to the doors of St. Paul's Cathedral:—"Notice—There will be no service in this cathedral during the repairs and cleaning. Due notice will be given of the recommencement.—St. Paul's Cathedral, July 28, 1844."

Lay Munificence.—Mr. James Fussell, of Chantrey-house, in the county of Somerset, is building a beautiful church near his house, in the parish of Whatley, after the designs of Messrs. Scott and Moffatt, architects, which he intends furnishing and endowing at his own expense. He is also building a parsonage-house, stable, &c., for the future incumbents. This magnificent donation to the establishment will, it is believed, amount to nearly 8,000*l.*

A stained-glass window, designed and executed by Mr. Willement, of London, has been introduced in the chancel over the altar-piece, in Faversham Church, at the cost of more than three hundred pounds. A figure in the centre of the window represents the Virgin Mary with the infant Jesus in her arms; on her right is a figure of the Apostle Saint Peter, and on her left that of Saint Paul; the arms of the town and of the Cinque Ports being introduced below.

The King of Prussia has accorded a renewed grant of fifty thousand thalers (7,500*l.*) for the completion of the cathedral of Cologne. His Majesty has, moreover, dedicated a sum of ten thousand thalers (1,500*l.*) to the works of the north tower.

Earl Jermyn, M. P., has sent a second donation of 25*l.* towards the restoration of the Norman Tower, at Bury; and several smaller subscriptions have been likewise received.

Extensive repairs are about to take place in the church at Leverington, near Wisbech. Messrs. Royce and Rickmans, of Peterborough, are the architects engaged to do the works.

On Friday week the Lord Bishop of Worcester laid the foundation-stone of a new church in Garrison-lane, Birmingham.

RAILWAY INTELLIGENCE.

Railway from Southampton to Dorchester and Weymouth.—A meeting was held in the Town Hall, Dorchester, on Friday, of those persons who were favourable to what has been termed the coast line. It was very numerously attended. The Mayor of Dorchester was in the chair. The report of the committee, containing the reports of Captain Moorsom and Mr. Pare, was read. Captain Moorsom stated much in favour of that line to pass by Redbrook, Lyndhurst, Ringwood, Wimborne, Poole, and Wareham, and so to Dorchester, and from Dorchester, by atmospheric traction, over the hills to Weymouth. The expenses of the line between Southampton and Dorchester would be 450,000*l.*, and Dorchester to Weymouth 104,000*l.* more. Mr. Pare's report stated that the traffic would amount to 48,752*l.*, and that the profit would be 6½ per cent. The committee strongly recommended the adoption of this line, and stated that they believed they should meet with the co-operation of the South Western Company. Lord Worsley moved the adoption of the report. Captain Garland seconded the resolution. A long discussion then took place as to whether it could not go from Wareham to Weymouth, and so on to Bridport and Exeter, avoiding Dorchester; and as to whether it could not be called the Southampton, Dorchester, and Weymouth Railroad. Mr. Hodding drew attention to the line from Salisbury, through Shaftesbury to Dorchester. Ultimately, the name of the line was settled to be Southampton and Dorchester, and the resolution was carried unanimously. A vote of thanks was passed to the committee and the mayor.

The Atmospheric Railway.—Mr. Cubitt, the engineer of the Croydon line, with his son, Mr. Joseph Cubitt, and several of the directors, have gone to Dublin for the special purpose of observing the working of the Dalkey line, preparatory to their own arrangements to commence the work on the Croydon line. The directors of the Dublin and Kingstown Railway have placed at their disposal the Dalkey line for such experiments as they may deem it necessary to make.

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